the dry season. The Municipality had to abandon the idea for want of funds. We beg that the Executive Engineer, Channel Department, be asked to report on the feasibility of the scheme, and if practicable, we beg that a special allotment be granted for this work. This allotment could be recovered by a water tax. But, in any case, rice cultivation should be prohibited between the tank and the town, as parts of the town are rendered very damp thereby.

Dewan's reply.—We shall have the project investigated.

Subject No. 290.
Opening up the over-crowded parts of the Hunsur town.

Summary of discussion.—The difficulty of relieving the over-crowded parts of the Hunsur town is the want of other building sites. The town is surrounded on the north and south by the Madras Commissariat grazing lands and on the west by the river. The most crowded part is the silversmiths' quarters to the north of Sandal Koti. To the north of this again, is the Muneswara temple and kaval belonging to the Madras Government. If some six acres of this kaval were given up for building sites, the streets could be straightened, widened, extended and the drainage properly laid out according to the plan made by the Sanitary Engineer. We beg that the subject may be brought before the Madras Government and that they may be requested to give over a portion of the kaval for building sites.

Dewan's reply.—That shall also be considered.

Subject No. 291.
(a) Public Works Department maintenance of the Mysore-Frazerpet High Road.
(b) Railway Extension from Mysore to Frazerpet.

Summary of discussion.—In former years, the allotment for the high road from Mysore to Frazerpet and from the junction at the 112th mile to Annechaukur was Rs. 250 per mile annually, which was reduced to Rs. 150 per mile. This is not sufficient for its upkeep; the result is that the road is gradually getting into a bad state and in the end, a very large amount will have to be spent to bring it into a thorough state of repair, and seeing the great importance of these roads, we trust that Government will give this a favorable consideration and increase the allotment. If the Railway be extended to Hunsur, this would only be a temporary measure, as by its extension, the traffic by road would be reduced and the extra allotment rendered unnecessary. But the subject of Railway extension was the most important subject to be brought before the Dewan. While the eastern side of the Province is well found in Railways, there is no Railway on the western side where traffic was very great. The most desirable line for the western side would be a branch from the Paschimavahini Station along the river Cauvery to Yedatore, where it would form a junction with the projected line from Belur to Hassan and go on from Yedatore to Kattemalalvadi, Hunsur, Hanagod, Panchavalli and Annechaukur. Hunsur is and has been the key to traffic between Mysore and Coorg. The grain for the Gonikoppal and Siddapur markets are chiefly sent up from here. Large quantities of manure, lime and other coffee estate requisites are constantly being sent from here to Coorg. There are about 600 tons of sandal and some 60,000 cubic feet of timber

annually exported besides, some 600 tons of coffee. The construction of the Railway would be very simple and cheap. With the exception of the Lakshmanatirtha River at Sagarkatte, where a bridge would be required, there is not a single river to cross and after passing Hunsur, it would run through a tract of country where any quantity of firewood may be had at a very low rate. It is believed that this route was favorably reported on by Colonel LeMesseurier. And now, here is a memorial from the Coorg Planters' Association on the same subject. A copy (*vide* Appendix H) of this memorial has been sent to the Viceroy. The most favorable consideration of the Mysore Government is desired for it.

Dewan's reply.—The Public Works Department will take into consideration the question of allotment for the maintenance of the Mysore-Frazerpet Road. And as to the Railway, the Government is alive to the importance and usefulness of the proposed Railway extension. But it will hardly do to stop at the Coorg frontier. The British Government should undertake to construct their part of it within Coorg limits and further on. If they will build their portion of the Railway, we are willing to co-operate and construct our part of it.

Subject No. 292.
Deputy Amildar required at Periyapatna.

Summary of discussion.—The town of Periyapatna was formerly the capital of a kingdom and subsequently the Headquarters of a taluk. There are many Sahukars in the town and the Hunsur Taluk as a whole is very large for an Amildar's charge. Till not many years ago, a Peshkar with magisterial powers was attached to the taluk and stationed at Periyapatna. A Deputy Amildar's office may, it is requested, be established here.

Dewan's reply.—Noted for consideration.

Subject No. 293.
Remission of ½ wet assessment on land left waste for want of water.

Summary of discussion.—Many poor raiyats resigned their wet lands as they were not able to cultivate them for the last 4 or 5 years for want of rain and their prayer for remission of assessment was not granted. If remission of half wet assessment is granted for the years in which wet crop is not raised as was done during Mr. Rangacharlu's time, the raiyats will take up their resigned lands again.

Dewan's reply.—The question was fully considered before and the balance of advantages has been found in the present system. The system of granting remission of ½ wet assessment led to considerable abuse.

Subject No. 294.
Dam across Cauvery River near Nanjarajpatna.

Summary of discussion.—A project for constructing a dam across the Cauvery River near Nanjarajpatna and irrigating portions of Periyapatna, Kaggundi, and Bettadpur Hoblis had twice been taken up by the Public Works Department and abandoned, once on the ground that the population is not sufficient to cultivate the area which would be commanded by the new channel and a second time on the ground that the channel has to run